THE VALKYRIE SUNK.

COLLISION ON THE CLYDE. LORD DUNRAVEN'S TACHT CUT DOWN BY THE SATANITA.

HER OWNER AND CREW RESCUED.

THE ACCIDENT CAUSED BY VESSELS CROWDING ABOUT THE CONTESTANTS AT THE START OF THE MUDHOOK REGATTA-THE VAL-KYRIE INJURED REYOND REPAIR

AND THE SATANITA CONSIDER-ABLY DAMAGED-STORIES OF DESIGNER WATSON

AND MR. CLARKE.

Glasgow, July 5.—The Valkyrie, Lord Dunraven's famous cutter, now lies at the bottom of the Clyde. In the regatta of the Mudhook Yacht Club to-day she was struck and almost cut in two by the Satanita. The Valkyrie immediately began to fill, and in five minutes she sank in fourteen fathoms of water. Captain Cranfield says that the Valkyrie is damaged beyond repair. Before she went down she reared on her head and as she sank her deck burst with a report like thunder. The Satanita's bows were hadly stove, and it is not believed that she will be able to take part in a race for a month to

As seen as the yachts came into collision a number of vessels near by nurried to the assist. ance of the crew of the Valkyrie. Lord Dunraven and one of the crew were rescued by the steam yacht Hebe, and the steam yacht Vanduara attached lines to the sinking yacht and saved the rest of her crew. It was found that only one man was injured, a seaman named Brown, one of whose legs was broken. Brown was one of the crew of the Valkyrie when she contested for the America's Cup. The crew last everything except what they wore. There were fifty-six men on board.

CAUSE OF THE COLLISION. Yachtsmen and spectators agree that the col the way of the Satanita, and that there was altogether too great a crowd of steamers and other craft on the water. Captain Cranfield, of the Valkyrie, insists that the Safanita was on the wrong tack. He says that the loss to himself and the crew amounts to about 1700. Lord Dunraven narrowly escaped being struck by the Satanita's bowsprit at the firm of the collision. His brother-in-law, Mr. Lanridge, who was aboard the Valkyrie, was resciled by the Vanduara. The latter lost ten feet of her rails and

her launch was smashed to pieces. When the start was made in the principal rac of the regatta of the Mudhook Yacht Club, that for the Muir Memorial Cup, the Britannia was the first to cross the starting line, the Vigilant following a minute later. The Valkyrie and Satanita were meanwhile endeavoring to get into position, and in the course of their manoeuvres In doing so the attempted to put about. Satanita's how struck the Valkyrie on the port side, abaft the rigging, cutting through to the

Owing to the suddenness of the accident neither Lord Dunrayen nor any one of his friends is able to tell how it occurred. The sunken yacht now lies on a fishing bank. The gaff of her mainsall is visible, and a buoy is anchored at the spot to mark her position.

DESIGNER WATSON'S STORY, George L. Watson, the designer of the Val-

kyrie, was on board the yacht when she was struck by the Satanita. Speaking of the accident, he said this evening:

I was standing beside Lord Dunraven, who was steering the Valkyrie. At gunfire the Valkyrie was teaching down on the starbuard tack in order to take the line. The Satantia, which had come up

Mr. Watson's version of the rescue of Lord Dunraven differs from other accounts, according to which he was taken on board the Hebe. So quickly did the accident happen that no one seems to be perfectly clear as to what actually

did occur.

Lord Dunraven himself has positively declined to discuss the affair. Both he and Mr. Watson feel the loss of the Valkyrie keenly.

AS SEEN FROM THE SATANITA. A. D. Clarke, the owner of the Satanita, who

The collision took place three minutes before the starting gun was fired. We were manocuvring for position. I was that a collision was becoming invitable, and shouted to Captain Disper to abandon sail rules and avert a Smash if possible. The Satalita was running with her rules in the water at a speed of about twelve knots. I trief to luff, as the Valkyrie was keeping straight on, but a small rowboat got in the wav and prevented my doing so. As it was, the mainshest of the Satanita aimost swamped the rowboat. The Valkyrie was struck hard aft of the mainmast, and her rigging showered down upon her deck. Before we cleared her the Valkyrie's topmast came down. After we got away from her the Valkyrie ran her bow into the steam yacht Vanduara, culting that boat's deck as easily as though it were a bit of choose. It is one of the saddest accidents in my life; but nobody abourd either boat was to blame.

The Satanita is not leaking, but her forward

The Satanita is not leaking, but her forward plate is badly stove. Every one agrees that if

ceeded in the race. AMERICANS NOT DISCOURAGED. MUCH SYMPATHY FOR LORD DUNHAVEN-THE LOSS OF THE VALKTRIE LEAVES THE VIGI-

LANT WITH ONLY ONE COMPETITOR. From the reports received here last night of the lant and the Britannia it is difficult to analyze the race satisfactory. It is probable on the strength of reports, however, that the British yacht won what is known in yachting as a "fluke." Britannia getting the first of the new wind, and gaining enough time before the Vigilant got it to which must be taken into consideration is that it was not sailed over an open course outside of headlines and free from the influence of tidal currents. the Britannia's victory yesterday. The Vigilant stands a good chance of being beaten in races on inside courses in British waters, but from her showing against the Britannia yesterday it is evident on an open course, like the Cherbourg course, for instance, the Vigilant will be the victor. is exactly what was expected by the best-informed yachtsmen when the Vigilant went abroad.

The most regrettable thing about the regatta of yesterday was the sinking of the Valkyrie. It is a startling illustration of the arguments which have been used against the one-gun start which the English always have insisted upon. It has always been contended by a large body of yachtsmen that a start encouraged yachting and induced handlers of yachts to take dangerous chances. With such large boats as the Valkyrie and Satanita, with amateurs at the wheel, a one-gun start be-comes an absolutely dangerous thing. Every American will sincerely regret the loss of the noble Valkyrie. She was the swiftest and best boat ever sent over here to race for the America's Cup. She was the only boat, excepting the Genesta, which i

ever had a good chance of carrying back the VIGILANT'S FIRST DEFEAT. coveted trophy. She was a yacht which was

ever had a good chance of carrying back the coveted trophy. She was a yacht which was a credit to her designer and to her nation, and was one of the three best specimens of naval yacht architecture affoat. It is too bad that such a boat should be now lying at the bottom of the Clyde. Americans will also regret that the Vigilant will now be debarred from any chance of racing the Valkyrie in her own waters. The main blea in the Vigilant going abroad was to prove that in all waters and in all conditions she was the superior to the Valkyrie was built in 1803, at the yard of David Henderson & Co., of Glasgow. She was designed by G. L. Watson, and, as everybody knows, was owned by Lord Dunraven, who was sailing her at the time of the accident. After the Valkyrie was launched she sailed in five races on the other Side, in the first of these she was beaten by the Britannia, because when near the finish line she lost her howsprit. The general opinion gainered from the races in which the Valkyrie and Britannia contested were that she and the Britannia were evenity matched, the difference, if any, being elightly in favor of the Britannia. Her record of races before she came over here, however, would indicate that she was the faster boat. On her passage across the ocean the Valkyrie showed fine seagoing qualities. In her races with the Vicilant the American boat proved beyord doubt her superiority. These races were all sailed on the open ocean. The Valkyrie, showed the showing that she was not a match for the Vicilant. The suckens in stays was something which all yachtsmen admired, and the racing which all yachtsmen admired, and in her ability to manceurs outsely she had considerably the advantage of the Vigilant. The sunken yacht was the second boat named Valkyrie which Lord Dunraven built to race for the America's Cup. The first Valkyrie, for which he was unable to arrange a race on this side, he cold to an Italian yachtsman after and the recombility to have the second of the seafent of the less of his swiftt and beautif

side, he cold to an Italian yachtsman.

The sincere sympathies of American yachtsmen will be extended to Lord Dunraven for the loss of his swift and beautiful boat. Fate seems to have been against her from the time she was launched. The Satanita, which ran down the Valkyrie, is the largest and most powerful of the ninety-footers. She was built at Southampton in 1823 from designs by James M. Sopher, for A. D. Clarke. She is an example of power in yach builting, but has not proved herself equal in speed to either the Britannia or the Valkyrie. The loss of the Valkyrie eaves the Vigilant with practically only one rival in the world, the Prince of Wales's Britannia.

Ex-Commodore Effordige T. Gerry sent a cable ispatch to the Earl of Dunraven, expressing symuthy for him on account of the loss of the Valvice and congratulating him on his own equans.

was not to race for some time.
"It is my opinion," said the ex-Commodor
that the Vigilant can beat the Britannia if the
sail at sea, away from the headlands. Otherwis
the cannot, This, at least, is my opinion."

COMMENTS OF THE LONDON PRESS. WHAT THE NEWSPAPERS HAVE TO SAY OF THE RACE AND THE COLLISION.

London, July 6 - "The Standard," in comm

London, July 6.—"The Standard," in commenting on yesterday's yacht race, says:

Thank's partly to rough weather, which it was known beforehand would be favorable to the Britannia's charces, the Prince of Wales was enabled to gain a distinct though not a crushing victory. We hope that the disappointment experienced by the owner of the Vigilant will not prevent his making further attempts to display her fine qualities; permitting Englishmen to see what can be done by the best yacht in America.

"The Standard" deports the loss of the Valkyrie.

"The Standard" deplores the loss of the Valkyrie Many judges, it says, believed that she would win "The Dally News" says:

The Dally Telegraph" says:

Nobody seems to be to blame for the accident be Valkyrie. It was the result of overcrowdin f which the Valkyrie's owner complained so be try in America. The closeness of the race show a dangerous antagonist the Vigilant

It would obviously be premature to form a final udgment from one race, but it cannot be doubted but the Watson vesse; showed unmistakable signs

The Daily Chronicle," after deploring the sinking of the Valkyrie, says:

It is some comfort that the Vigilant, which came to teach us how to build and sail yachts, has been beaten in the first trial. It is a tail feather in the peaked cap of Commodore Wales.

WORLD'S FAIR STRUCTURES FIRED BY AN INCENDIARY.

TOTAL DESTRUCTION OF MACHINERY HALL, THE MANUFACTURES AND AGRICULTURAL BUILDINGS AND OTHER WONDERS

of the Republic, near the eastern end of the Court of Honor, the central point of interest for thousands of visitors to the Exposition last summer, to-night Terminal Station, Administration, Manufactures, Electricity and Mining buildings, Machinery Hall and the Agricultural Building. The Art Gallery, together with the minor buildings south of chinery Hall and the Agricultural Building.

The fire started almost simultaneously at three points, so selected as to afford the best pessible politis, so selected as to afford the best possible opportunity for the spread of the flames. In each of these places, on the second floor of the Terminal Station, the southwest corner of the Mechanical Arts Building and on the southeast corner of the Manufactures Building, a man was seen running nway from the grounds by passers-by or members of the gangs of wreckers who are at work tearing. of the gangs of wreckers who are at work tearing lown the buildings, just before the fire broke ou

A NEW-YORK WOMAN ROUGHLY HANDLED

ARREST-THE CASE MAY GO REPORT THE

QUEENS COUNTY GRAND JULY have been the prettiest ever seen in any race on the Clyde. The Vigilant and the Britannia pro-ceeded in the race. before Judge Ingram, on a charge of disorderly conduct. The complainant was Inspector Conklin, of the Steinway Railroad, and though the Judge did not wait to learn all the facts in the case, he

discharged the woman.

Mrs. Judd spent Wednesday at the home of her daughter in Astoria. In returning to New York she boarded a Steinway car, to reach the cirtyfourth-st, ferry. When the car turned into Hor den-ave. Mrs. Judd discovered that some thief had stolen her pocketbook. She informed the conductor of the theft, and Inspector Conklin was also made

stolen her pocketbook. She informed the conductor of the theft, and Inspector Conklin was also made acquainted with the facts. The woman polated out a young man on the car as the fellow who stole the pocketbook, and called to the conductor to compel him to give it back to her.

Policeman Garrity, who was on post near the ferry, was called to the car by the lospector. Without waiting to learn any of the particulars of the case, he caught Mrs. Judd, who was mourning the loss of her pocketbook, by the back of the neck, pulled her from the car and dragged her to the sidewalk. Still holding her with one hand, the officer reached for his club with the other. Mrs. Judd shricked, and in endeavoring to step land to escape the expected blow she alipped and fell on her inack, cutting her head severely.

By this time a large crowd had gathered, and denunciations of the officer were heard on every side. Inspector Conklin knocked down several men who were trying to save the woman. Mrs. Judd's dress was torn, and she kept calling to the officer not to kill her, Garrity pulled her to her feet, and marched her to the Second Precinct station, where a charge of disorderly conduct was made against her. Two citizens who had seen the whole affair accompanied the woman to the station-house and denounced Garrity to Sergeant locked the woman up.

When arraigned in court yesterday morning she looked as if she had been roughly used. She was accompanied by her brother. She said her arms and neck were a mass of bruises, and that when she reached home should have to go to the hospital. Her appearance created such a favorable impression upon Judge Ingram that he discharged her, after she told him that she had not been in trouble before.

Mrs. Judd says that she intends to go before the police Commissioners and prefer charges against

before.

Mrs. Judd says that she intends to go before the
Police Commissioners and prefer charges against
Garrity, and that she will lay the whole case before the Queens County Grand Jury.

NEW-YORK, FRIDAY, JULY 6, 1894.-TWELVE PAGES.

RACE FOR THE MUIR MEMORIAL CUI WON BY THE BRITANNIA.

THE AMERICAN CHAMPION IN THE LEAD UNTIL NEARLY HOME WHEN THE PRINCE'S YACHT CAUGHT A BETTER WIND AND SLIPPED

PAST HER-AN EXCITING CON-TEST ON THE CLYDE.

to-day by the Prince of Wales's yacht Britannia in the race for the Muir Memorial Cup on the It was officially announced that the Britannia won by thirty-five seconds.

People from all parts of the United Kingdom gathered along the banks of the Clyde to witness the races of the Mud Hook Regatta. The excitement and interest were greater than have hitherto been known. The regatta officials so anxious to have the Vimlant entered in the race that they offered to the Messrs. Gould their choice among six of the best steers British racers using the old-fashioned tiller, and the American boat was steeded by Nat Herreshoff | General Bissell and General Schofield remained Morris, of Largs, who knows every eddy and o'clock. When the conference broke up Secrethe Vigilant, which carried a crew of forty-nine | dent, announced that there was nothing to make men. The Britannia carried forty-seven men, in- public except the telegram from Governor Altcluding sixteen of the crew of the Iverna. The | neld, of Illinois, and the President's response sail areas of the Valkyrie and Vigilant seemed thereto. almost identical. The Vigilant presented a per- | Governor Aligeid protested against the presence fect picture. Her white hull was smooth and of United States troops in Chicago. To this the shone like glass. She left her anchorage at Gou- President responded: rock at 9:15 a. m. and made for the Commodore's boat under easy sail, travelling at a great rate of

THE BRITANNIA FIRST AWAY.

There was a strong south-southwest wind up the Channel, accompanied by heavy rain and a thick haze. The course was fifty miles. It was wind to Kilcreggan, and a close hauf home, in starting the Vigilant was furthest out. Britannia, luffing along the line, got about was exactly a minute later. Both yachts were on the starboard tack as they bere away to midannel. All had their ills-headers aloft

Meanwhile the Satanita and the Valkyrie had been manoeuvring for weather, and in the course of their movements the Satanita ran into the Valkyrie. The boats were locked together and on shore wondered what had hap-

Britannia led, and held her lead until Mount Stuart was reached. Here the Vigilant hoisted an extra balloon sait, which, together with her

merged. Both boats lay to fetch the Skiimorile haul to fetch Mount Stuart. Clearing Gouthe commodore's boat. Both had changed their the wind the Vigilant set her enormous balloons to starboard, besides her great foresall, reaching from stern to how. The Bullot foresall, reaching the stern to how. the wind the viginian set forest to starboard, besides her great forest!, reaching from stern to how. The Britannia contented herself with a plain balloon. Both bests ran at a tremendous rate of speed. The Vigilant's sails drew heautifully. At the end of the first round

It was now a reach to the finish. Although the wall was soft-ning, the page was great and the sachts ploughed up great lashes of foam. The visilant tried for the Britannia's weather, but

immediately after the main the vigitant weak directly to her moortings. Experts hold that the victory of the Britannia, if not glorious, was you cleverly, but they agree that the Vigitant an heat the Britannia in pointing and reach.

Those were not on their lines training that an important point on their lines train were forcibly obstructed and that there was reign of anarchy at that place, and they asked forcible to the proposition of their lines training that an important point on their lines training that the proposition of the proposition of

The races had to be seen from the shore, as no samers were permitted to follow the contesting achts. There were in consequence more yachts port than had ever been seen on any previous

casion. Lordon, July 5.—The secretary of the Royal Lordon, July 5.—The secretary of the Royal ark Yacht Club has received the entry of the milant for the Queenstown Regatta on July 24 and 25.
"The Times," "Standard," "Morning Post" and
"Dally Graphic" say that the official time at the

"The Sportsman" says that the Britannia's time at the finish was 4:26, and the Vigilant's 4:26:28.

TELEGRAPHIC NOTES.

Cedar Rapids, Iowa, July 5.—By the premature explosion of a glass far of powder four boys were severely injured yesterday. Louis Myers, ared nineteen years, was severely cut and burned about the face and body, and will probably dle. Clifford McCaskey loses the sight of his right eye.

Brazil, Ind., July 5.—In the course of the Fourth of July celebration at the Fair Grounds ten boys were severely and one fatally burt. A horse ridden by William Eaton became frightened and plunged into a crowd, fatally crushing Edward Gillin and seriously injuring William McIntosh and Samuel

Weisch.

Waltham, Mass. July 5.—Hoodiums destroyed over \$3,000 worth of marble statuary on the estate of the late S. D. Warren on Tuesday night. Many of the statues were imported by Mr. Warren, and were prized very highly by the family. The police are investigating.

THE PRESIDENT SPEAKS.

FEDERAL TROOPS NECESSARY

MR. CLEVELAND'S DECISIVE REPLY TO GOVERNOR ALTGELD.

ABUNDANT PROOF OF CONSPIRACIES.

Glasgow, July 5.—The Vigilant was defeated OBSTRUCTION OF MAILS AND INTERSTATE COMMERCE MUST CEASE

> GOVERNOR ALTGELD'S PROTEST AGAINST THE PRESENCE OF UNITED STATES TROOPS IN CHICAGO-THE PRESIDENT SAYS THAT

THE GOVERNMENT'S ACTION IS IN STRICT ACCORD WITH THE CONSTITUTION

Washington, July 5.-The President, Secretary Lamont, Attorney-General Olney, Postmaster-Old at the White House to-night until nearly 12 nook where a puff of wind is to be had, piloted | tary Lamont, acting as spokesman for the Presi-

Federal troops were sent to Chicago in striaccordance with the Constitution and laws of the United States, upon the demand of the Postoffice officers of the United States that process of the Federal Courts could not be executed through conspiracies existed against commerce between the

in the province of Federal authority, the presenc of Federal troops in the city of Chicago wa the gun. The Vigilant was slower in stays and the peace of the city. GROVER CLEVELAND, GOVERNOR ALTGELD'S TELEGRAM.

Governor Altgeld's telegram to the President was as follows:

Dear sir: I am neivised that yo Federal troops to go into service in the State of Illinois. Surely the facts have not been correctly have taken this step, for it is entirely unneces-early, and, as it seems to me, unjustifiable. Waty-ing all questions of couriesy, I will say that the

have been able to handle the situation. But if any assistance were needed, the State stood ready to

Both headed, closely hauled, for the Cara land that he had being the many common the compact of heads brought them to Skilmorlie acoupe of heads brought them to Skilmorlie the Briancha at 2 20.54. It was now a fet h for the Briancha at 2 20.54. It was now a fet h for Mount Sthart coming anto view of which the hallous of both versels were drawing. It was a close reach home, and with the wind. It was a close reach home, and with the wind in the fact of Hilmons applied for assistance with the fact of the small rates and the sizh was beautiful. The Vicilant was bothered at the flashout by one of the small rates and the act of the small for the Sauthern Destruct of Hilmons applied for assistance at the flashout by one of the small rates and the care of the railroad strike, and we have promptly days of the railroad strike, and we have promptly furnished that the same at 2 20.54. In two instances the United States Marshal for the Sauthern Destruct of Hilmons applied for assistance at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the small rates and the same at the flashout by one of the same at the flashout by one of the same at the same at the flashout by one of the same h.m.s.
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District of Illinois or the authorities of Cook County

Some days ago I was advised that the business held out in mid-channel, and getting the first of the new wind, slipped past the Vigilant at the n anarchy there and I was asked to furnish pr When the yachts were nearing the finish line | tection so as to enable the employes of the road to was in progress.

The first alarm was turned in by John Lawrence.
The first alarm was turned in by John Lawrence.
The first alarm was turned in by John Lawrence.
The first alarm was turned in by John Lawrence.
When the yachts were nearing the finish line
the vast crowds on shore set up a mignty shout
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and the whistles of filty st to both points. Then it transpired that the comchorus of shrieks. The finish was a thrilling recacle. The haze which had hitherto obscured the course lifted and for the last half hour of the race there was brilliant sunshine. The licitannia sulied closer to the wind than the Vigilani. The time when they rounded the final mark was as follows: refused. We were obliged to hunt up soldiers who

were forcibly obstructed and that there was a reign of anarchy at that place, and they asked for

on heat the Britannia in pointing and reaching.

The rating of the Vigilant and the time allowance she will give to the Britannia are not oct known. Most yachtsmen express belief that he American boat will be required to concede thout three minutes to the Britannia, Yachtsmen till express the highest praise for the Vigilant and declare that she certainly ought to win on attridey.

The Vigilant's certificate of rating has not been over twelve hours before a single train was moved. The Vigilant's certificate of rating has not been over twe've hours before a single train was moved produced, and she will have to be measured.

The Dukotah won the race for ten-raters by anybody. It is true that in reveral instances a cool made efforts to work a few erch men, and a crowl standing around insulted them and tried to drive them off, and in a few other cases they cut off Pullman sleepers from trains. But all these troubles were local in character, and could easily be handled by the State authorities. Ellinois has more railroad to the local other state in the Union, but as a by the State authorities. Illinois has more railroad men than any other State in the Union, but as a rule they are orderly and well behaved. This is shown by the fact that so very little actual violence has been committed. Only a very small per cent of these men have been gullty of any infractions of the law. The newspaper accounts have in some cases been pure fabrications and in others wild exaggerations.

A FEW LOCAL DISTURBANCES. I have gone thus into details to show that it is

not soldiers that the railroads need so much as it by the men to operate trains, and that the conditions do not exist here which brings the case within the Federal statute, a statute that was passed in 1881, and was in reality a war measure. This statute authorized the use of Federal troops in a State whenever it shall be impracticable to enforce the laws of the United States within such a condition does not exist in Illinois. There have a condition does not exist in Illinois and then the three trains proceeded until Thirty-fifthest, was reached. Here it was the same local or fifthest, was reached there it was the same local or fifthest, was reached there it was the same local or fifthest, was reached there it was the same local or fifthest, was reached there it was the same local or fifthest, was reached there it was the customary Fourth of July excursion out of Chicago of \$500,000 on Fourth of July business. is the men to operate trains, and that the con-ditions do not exist here which brings the case

RIOTING BY GREAT MOBS.

MANY CARS UPSET, SIGNAL TOWERS BURNED AND MEN ASSAULTED.

THE TROOPS TOO FEW IN NUMBER TO QUELL THE CROWDS AND AWAITING REINFORCE-THAIN, OBSTRUCTED AT EVERY BLOCK FOR THREE MILES BY 25,000 STRIKERS AND SYM-

PATHIZERS-A TRAIN TAKEN BACK TO THE YARDS.

Chicago, July 5.-The great railroad strike entered upon its second week to-day, and the fact was celebrated by an inauguration of mob law against which the troops at command were apparently powerless to contend. Cars to a total of a score or more were thrown across the tracks, effecting a temporary blockade; switches were rendered useless, signalmen driven from towers, and the property of various railroads was menneed with the torch. To-night the mob is claiming victory. The military are resting on their arms and are waiting for the reinforcements from Kansas which are promised for to-morow.

Wild scenes were enacted to-day on a stretch of ratirond territory occupied by the tracks of the Lake Shore and Rock Island, and running south for about three miles from the Board of Trade structure, in the heart of the business district. Within this strip, hardly more than a block in width and fringed on either side with tenements or the homes of railroad men other wage-workers, a mob aggregating not less than 25,000 men, women and children had on fire, switches were unlocked and rendered useless, regular troops were jeered and police hooted at and dared to do their best or worst.

The riotous demonstrations began just before noon at Thirty-ninth-st, and the Lake Shore tracks, at the crossing of the Union Transit lines, over which trains from the Stock Yards are connected with the Michigan Central on the lake front for the East. Word came to a mob which had gathered there that, with the aid of the cavalry and deputy marshals, a heavily loaded cattle train for the New-York Central and Hudson was on its way over the Transit Line. With a vell that was heard blocks away, the mob, at this time about two thousand strong, moved west two blocks in Thirty-ninth-st. to Stewart-ave., where several empty freight cars stood on the main

The mob needed neither machinery nor tools nor battering-rams for its purpose. Its leaders possessed a strength born of frenzy. There was a rush for the freight cars and in the twinkling an eye two of them had been turned completely over, trucks upward, effectually blocking the track over which the cattle train was ap- that it would be unwise to send for a wrecking b retraced its steps eastward to the tracks of were placed across the crossing of the Belt ward, while the mob hooted and yelled, cheering the crash made by each car as it turned a

At Fortleth-st., a little after neon, one of the string of freight cars was set on fire. A call was turned in, however, by a tradesman on the orner, and on the arrival of the department the flames were soon extinguished.

Fuel was added to the strikers' fury about 2 p. m., when three Rock Island trains, one bringing the troops and deputy marshals from Blue Island, and the others day and Pullman coaches filled with through passengers, were seen in the distance. No obstructions on the main track were encountered south of Thirty-ninth-st. where the forward train came to a full stop. lying across the track. The passengers of the said: Half a block ahead two empty freight cars were trains in the rear were advised of the situation, and with one accord they decided to disembark there and trust to the cable cars to reach their destinations. In the mean time the regular troops, comprising Companies C and D, 13th infantry, under command respectively of Captains Conrad and Cornish, had left the first train and were drawn up on either side of the cars. The mab, which by this time had got outside of the fences, watched the troops in stelld silence.

Telegrams were sent to the yards for a wrecking crew, but the reply came quickly that not a man could be had for love or money, so the point, including General Superintendent Dun- the action of the engineers who went back to group of officials who had met the train at this lop, Vice-President Purdy and Superintendent of Terminals Hubbell, of the Rock Island; Division Superintendent New, of the Lake Shore, and several attaches of the law and other departments of the same roads, set themselves to the task of raising the blockade. It was hard work, especially for men not accustomed to manual labor, and it did not improve their tempers to have the on-looking mob hoot and jeer whenever they made an unsuccessful effort.

Just as the first car had been cleared of the tracks a mighty shout was heard a few blocks north, and immediately afterward a rumbling, hollow noise told the story that more obstructions had been placed in the way of trains. At the request of Marshal Dennelly, Captain Conrad started off at double-quick time at the head of Company C, but by the time the troops reached the scene, the mob had moved from the tracks to the roadway on either side, and the soldiers were treated to a round of ironical ap-

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to the exercise of the police power and the preservation of law and order.

To absolutely ignore a local government in matters of this kind when the local government is ready to furnish any assistance needed, and is amply able to enforce the law, not only insulits the people of the State by imputing to them an inpubility to govern themselves or unwillingness to enforce the law, but is in violation of a basic principle of our institutions. The question of Federal supremacy is in no way involved. No one disputes it for a moment, but under our Constitution. Federal supremacy and local self-government must go hand in hand, and to ignore the latter is to do violence to the Constitution.

As Governor of the State of Illinois, I protest analist this, and ask the immediate withdrawal af the Federal troops from active duty in this State. Should the situation at any time get so seriout that we cannot control it with the State forces, we will promptly and freely ask for Federal assistance, but, until such time, I protest with all due deference against this uncalled-for reflection upon our people and again ask the immediate withdrawal of these troops.

The result of to-day's movements at the Stock

The result of to-day's movements at the Stock Yards is a practical acknowledgement by the United States troops here that they are utterly unable to cope with the mob that now holds complete sway in the district. Despite the best efforts of the grizzled warriors, who have faced situations far more warlike without quailing, trains were stopped, engineers and dragged from their engines, cars overturned from the tracks, switches thrown and the law hooted at and openly set at naught. Arson was added to Anarchy, and it was proved conclusively that the police and the soldiers were as helpless to preserve the peace as a regiment of two-year-

Marshal Arnold's chief deputy, J. C. Donnelly, in an interview with a reporter of the United Press, declared that nothing short of placing Chicago under martial law would end the troubles at the Stock Yards, and Captain Hatz, commanding Company B, of the 15th Regiment,

United States regulars, coincides in this position. To these opinions are added that of Lieutenant Fitzpatrick, who has been foremost in the work of police protection. "Nine miles of soldiers strung out along the tracks are needed to let trains move from the Stock Yards," he said today. "No ordinary force can handle these men."

It is not because the mob could defeat the troops in a pitched battle that the officers have arrived at this decision, but for the reason that they cannot watch the strikers closely enough to keep them from throwing switches, overturning cars, destroying railroad property and uncoupling trains. As fast as one obstruction is removed the strikers make another one, and so well oganized and alert are they that it is wellnigh impossible to catch them in the act. Something less than fifty freight cars lie upturned on the various tracks running out of the city. The Lake Shore belt tracks are completely obstructed, all suburban traffic on this line being thus stopped. It would be next to impossible to try to get a train out of the Stock Yards to-night.

At 8:30 o'clock this morning the Hyde Park police got out a Michigan Central train they had een guarding all night. J. C. Reilly, master mehanic, was at the throttle, and Superintendent Clubb did the switching. The trouble began at once. Without the assistance of the troops, however, Lieutenant Fitzpatrick and 100 policemen succeeded in getting the train to the Baltimore and Ohlo chute in the Stock Yards, where a consignment of cattle, shipped by T. C. Eastman & Co., for New-York, was loaded and the journey out of the yards began. In ten minutes from the time the train started it was surrounded by an River road had been moved out of the yards and angry mob of men, who effectually impeded its progress, braving clubs at every step. The troops were sent for, and soon eighty cavalrymen and two companies of infantry were on the scene,

The cavalry preceded the train, and the troops mounted on top of it, and threatened instant death to the first man who uncoupled a car. No-body accepted the challenge, and the train got safely to Fortieth-st and Wentworth-ave., where it remained. The track in front had been blocked remained. The track in front had been blocked three freight cars and the troops were in

quandary THE TRAIN RETURNED TO THE YARDS. After three hours of inaction, it was decided train, as there would not be enough troops to protect both it and the live stock train, so at 4:30 Yards and the cattle were put in their stalls, amid the wildest enthusiasm on the part of the

A train load of freight cars was detained at ate of two to a block for nearly a mile south. Thirty-ninth-st., twelve of the cars were turned over on the tracks, one of them was set on fire and an attempt was made to push over the

and an attempt was made to push over the tower at this point.

Two companies which have been at Biue Island arrived to-day at the Stock Yards and protected the tracks from Forty-seventh-st. to Fifty-first-st. No effort was made to move the Nelson Morris train of dressed beef for the East. To-morrow the struggle will not be renewed, unless other troops can be had. Deputy Donelly says he has declared himself officially to this purport. One of the new rifled cannon was placed in position to-day between Root and Forty-second ets., but the mob treated it as a joke. It carries a projectile which explodes, doing deadly work in a dense crowd. There were hundreds of children and women in the crowd, many of the latter carrying bables in their arms.

GEN. MILESS WARNING TO THE CURIOUS.

GEN. MILES'S WARNING TO THE CURIOUS. General Nelson A. Miles arrived in this city last night. Referring to the strike in a conver-

I would suggest that the newspapers warn all law-abiding citizens as well as law-breakers to keep as far away from the commands as possible. The rapidity of the and the range of their weapons are such that sreat loss of life must follow if the troops fire. The military are not performing their present duties for display or for picnic purposes, but are under orders of the President. They do not propose to allow themselves to be besieged or to stand too much nonsense.

The General at once assumed command of the troops.

The Pan Handle engineers disobeyed orders this morning in not reporting for work, and were discharged in a body. The Wabash endneers agreed to-day to go out in a body, and the 250 firemen on the Northwestern met to denounce work on the road and to reiterate their pledges of unanimous support. The Northwestern suburban trains were run to-day, and it is given out that the engineers on that road who returned to work have consented to strike again.

There was considerable amusement yesterds among members of the General Managers' A sociation over the way the American Railway Union has hoodwinked the country and the United States officials. Large num ers cf strikers and sympathizers have been swo, n in at deputy marshals and deputy sheriffs.

THE ROADS NEW PLAN OF CAMPAIGN,

In the new plan of campaign on the part of the railroads, the Chicago and Calumet Terminal and the Chicago and Alton have taken the initiative. Both roads issued a call which sale that unless all their employes who had gome out in the recent strike reported for duty this morning at 7 o'clock they would be dismissed and their places would be filled. The Baltimore and Ohio is working its passenger trains on time. In the West the Santa Fé is gaining